

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5819

號五十月六年四十三精光

MONDAY, JULY 13, 1908.

一拜禮 號三十月七年七港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS....." 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On Fixed deposit—
For 12 months.....5% p.a.
" 6 ".....4% " "
" 3 ".....3% " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$3,350,000
ABOUT MEX \$7,222,222
RESERVE FUND.....GOLD \$3,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,

Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Hongkong, Swatow, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radia (Acheen), Bandjermain.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

J. L. VAN HOUTEN,

Manager.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS....." 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per cent. per Annum.
For 6 months, 3% per cent. per Annum.
For 12 months, 4% per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st May, 1908. [34]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [38]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUND.....£1,525,000

RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3% " "

" 3 " 2% " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [39]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank), Direction der Disconto-Gesellschaft, Deutsche Bank, S. Bleichroeder, Berliner Handels-Gesellschaft, Bank fuer Handel und Industrie, Robert Warshawsky & Co., Mendelssohn & Co., M. A. von Rothschild & Soehne, Frankfurt, Jacob S. H. Stern, Norddeutsche Bank in Hamburg, Hamburg, Sal. Oppenheim Jr. & Co., Koeln, Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be earned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,
Manager.

Hongkong, 4th December, 1907. [30]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, MOJI, KOBE & YOKOHAMA

STEAMERS TO SAIL ON

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND

THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,353 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.

REDUCED SALOON RATES AT WEEK-END.

Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. \$5.00

Do. do. do. do. Monday do. \$6.00

CANTON-MACAO LINE.

S.S. "HOI SANG".

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAYS, the Company's Steamship "SUI-AN" will depart from the Company's Wing Lok Street Wharf at 9 A.M. Returning from Macao at 5 P.M.

Popular Excursion Rates as usual.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the returning steamer from Macao.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [6]

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY.....\$ 4.00 to \$ 7.00 according to room selected.

" WEEK.....25.00 " 40.00 " " "

" MONTH.....90.00 " 140.00 " " "

WEEK-ENDS—SATURDAY AFTERNOON TO MONDAY MORNING \$7.00 to \$10.00.

*Two Persons occupying One Room, will be charged A Rate and A Half only.

Children under 12—Half Rates.

SPECIAL TERMS FOR FAMILIES.

Excellent cooking by AH CHEONG for over Seventeen Years' Chief Cook with the late Mr. J. W. OSBORNE.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [5]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1908. [5]

KAMAKURA KAIHIN IN

HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.

Charges moderate.

Special terms for families.

Apply—

F. APPEL, Manager.

Hongkong, 14th April [4]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,

Manager.
Hongkong, 21st June, 1907. [1]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.

STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.

Bath to Every Room.

Hot and Cold Water Throughout.

Hotel Launch Meets all Steamers.

Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—

THE MANAGER & AGENT.

THE SAVOY,

13, Queen's Road Central.

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

FIRST CLASS GOODS:

New Regal Shoes and Monarch.

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG CORBEN WEDNESDAY, No. 15th July.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA "SCHARNHORST" About WEDNESDAY, 15th July.

MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE "PRINZ WALDEMAR" THURSDAY, 5 P.M., 16th July.

KUDAT and SANDAKAN "BORNEO" End of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th July, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, ARMA, D. BEHIC, Guionet, 30th July, P.M.
MARSEILLES, VIA PORTS CALEDONNIEN, Lemonnier, 31st July, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, YAKA, Sellier, 3rd Aug., P.M.
MARSEILLES, VIA PORTS TOURANE, Lancelin, 4th Aug., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £37.10 to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th July, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES 20

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE via VANCOUVER.

YOKOHAMA—VANCOUVER 13 DAYS.

LONDON and PARIS 20

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS, 25th July. CEYLAN, 26th Nov.
† OUESSANT, 27th Aug. CORSE, 11th Jan.
‡ MALTE, 12th Oct.

† No passengers. * Intermediate class and rates of passage.
† New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail TWICE A WEEK and COMPLETE THE ROUND TRIP IN 4 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 28th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bontts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Shipping—Steamers.

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE.

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIMAH	SHANGHAI	First half July	JAVA	First half July
TJIPANAS	JAVA	First half July	SHANGHAI	Second half July
TJIBODAS	JAPAN	Second half July	JAVA	Second half July
TJIKINI	JAVA	Second half July	JAPAN	Second half July
TJILIWONG	JAPAN	First half Aug.	JAVA	First half Aug.
TJILATJAP	JAVA	First half Aug.	SHANGHAI	First half Aug.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 6th July, 1908.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near WING LOK STREET.

Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

Dentistry.

TSIN-TING.

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. OHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 19th April, 1907.

A. CHAZALON & CO.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORK, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1904.

HONGKONG GYMKHANA CLUB.

THIRD MEETING.

Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lambton, C.B.; His Excellency Maj.-Genl. E. G. Broadwood, C.B.; Rear-Admiral R. H. S. Stokes, R.N.

Committee:—The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G., Messrs. C. H. Ross, J. A. Jupp, H. P. White, G. K. Hall Brutton, John Paterson, and Captain Cunningham.

Judge:—Maj.-Genl. Broadwood.

Handicapper:—Mr. J. A. Jupp.

Clerk of the Scales:—Mr. H. P. White.

Assistant Clerk of the Scales:—Capt. Cunningham.

Starter:—Mr. C. H. Ross.

2nd Starter:—Mr. J. Paterson.

Time Keeper:—Mr. M. S. Sassoon.

Hon. Sec. and Treasurer:—Mr. R. F. C. Master.

There was but a poor attendance at the third gymkhana meeting which was held on Saturday afternoon at the Race Course. The sport provided was good. Astral's win of the last race of the day provided the biggest "div" in the pari-mutuel. Appended are details of the results:—

1.—4.00 p.m.—THREE QUARTERS OF A MILE FLAT RACE HANDICAP.—For China ponies subscription griffins of this season 1907-1908 and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908. Weight for inches as per scale. Winning ponies at an official meeting other than subscription griffins of this season 1907-1908 and ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 of one race 7 lbs. extra; of two or more races 12 lbs. extra. Non-winning runners subscription griffins of this season 1907-1908 and non-winning runners in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by Major-General R. G. Broadwood, C.B. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. B. Deacon's Abstar, 147 lbs. (Mr. Clarke) 1

Dr. J. W. Noble's Strathairn, 146 lbs. 1 lb. overweight (Mr. Dupree) 2

Mr. H. W. Kenny's Resignation, 154 lbs. (Mr. Hickman) 3

Mr. Medico's Sofrano Rose, 119 lbs. (Mr. May) 0

Time—1 min. 35 secs.

Pari-mutuel \$14.60.

Cash Sweep 1st, \$16.95; 2nd, \$47.70; and 3rd, \$13.85.

2.—4.20 p.m.—GYMKHANA STAKES.—Valub Stoc. Distance one mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race 5 lbs. extra. Non-winning subscription griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half entrance fees to go to winner.)

Mr. Dryadust's Earthquake, 151 lbs. 5 lb. allowed (Mr. Clarke) 1

Mr. Dryadust's Coxcomb, 151 lbs. (Mr. Dupree) 2

Mr. R. F. C. Master's Blue Nile, 150 lbs. (Owner) 3

Mr. F. B. Deacon's Plym, 141 lbs. 5 lb. allowance (Owner) 0

Mr. F. H. May's Astral, 146 lbs. 5 lb. allowance (Owner) 0

Mr. Darius' Rubber Tree, 155 lbs. (Mr. Gegg) 0

Time—2 min. 7 secs.

Pari-mutuel \$11.40.

Cash Sweep 1st, \$165.40; 2nd, \$10.40; and 3rd, \$52.20.

3.—4.40 p.m.—WELTER RACE.—Half a mile. For China pony hacks and polo ponies passed as such by the committee of the Club. Catch weights 13 st. To be ridden by riders who have been the bona fide owners of such ponies for at least one calendar month immediately preceding the Gymkhana and who have never won an official race in Hongkong or China. Open to members of the Jockey and Polo Clubs and members of both services as well as to members of the Gymkhana Club. Winning ponies in the welter races at the 1st and 2nd Gymkhana this season to carry 7 lbs. extra. Entrance fee \$5. 1st prize presented: 2nd prize: \$15. (Entrance fees to go to winner.)

Mr. H. E. Large's Blotting Pad, 182 lbs. (owner) 3

Mr. L. K. 'eecon's Soudan (late Forfar), 189 lbs. (owner) 0

Mr. R. Laurens Frenx's Obicane, 182 lbs. (owner) 0

Mr. E. G. Morrell's Kirkgunson, 182 lbs. (owner) 0

Mr. P. R. Wolf's Esperanto, 182 lbs. (owner) 0

Time—1 min 03.25 secs.

Pari-mutuel \$140 on Blotting Pad and \$6.80 on Soudan.

Cash Sweeps: Blotting Pad and Soudan \$124, 3rd \$73.

4.—5.00 p.m.—FIVE FURLONGS FLAT RACE.—For all China ponies. Weight for inches as per scale. Placed ponies in the Gymkhana Stakes at either of the first two Gymkhana meetings this season barred. Previous winners at this meeting 7 lbs. extra. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$15. (Entrance fees to go to winner.)

Mr. Brutton's Nymeg, 155 lbs. (Mr. Dupree) 1

Mr. W. G. Clark's Gamcock, 144 lbs. (1 lb. allowance (owner) 0

Time—1 min. 18 secs.

Pari-mutuel \$13.90.

Cash Sweep 1st, \$147.30; 2nd, \$127.80; 3rd, \$53.90.

5.—5.20 p.m.—DESPATCH RACE.—Hongkong Mounted Troop. Hongkong Gymkhana Club. Four a side. First competitor on each side starts with a despatch to be handed him at starting post, rides half a mile, stops and hands same to second competitor, who rides similar distance and hands same to 3rd competitor and so on to 4th competitor on each side, who must weigh in over 12 stone; other competitors, catch weights, any China ponies. The first of the two final competitors to hand his despatch to judge at winning post to win competition for his side. Despatch dropped must be picked up by competitors. Each competitor must be unmounted when receiving despatch. Mr. F. B. Deacon has kindly presented four prizes for the winning team.

Troop Team—Lieut. C. H. Ross, Trooper W. S. Dupree, Trooper C. G. Mackie, Trooper R. F. C. Master, Gymkhana Club Team—The Hon. Mr. F. H. May, Mr. H. F. Hickman, Mr. G. K. H. Brutton and Mr. H. E. Large.

Troop team, 1st.

Cash Sweeps: 1st, \$317.15; 2nd, \$105.75.

6.—6.00 p.m.—ONE MILE FLAT RACE.—For China ponies subscription griffins of any season and all ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908. Weight for inches as per scale. Winning ponies at an official meeting other than subscription griffins of this season 1907-1908 and ponies entered in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 of one race 7 lbs. extra; of two or more races 12 lbs. extra. Non-winning runners subscription griffins of this season 1907-1908 and non-winning runners in the Hongkong Griffin Stakes and/or the Tientsin Stakes at the Hongkong Jockey Club Meeting 1908 allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. B. Deacon's Abstar, 147 lbs. (Mr. Clarke) 1

Mr. H. W. Kenny's Resignation, 154 lbs. (Mr. Hickman) 2

Mr. Medico's Sofrano Rose, 119 lbs. (Mr. Gegg) 3

Time—2 min. 11.1/5 secs.

Pari-mutuel \$13.90.

Cash Sweeps: 1st, \$392.90; 2nd, \$113.40; 3rd, \$56.70.

7.—6.00 p.m.—ONE MILE AND A QUARTER FLAT RACE. HANDICAP.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5. 1st prize: A cup presented by Major-General R. G. Broadwood, C.B. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. F. H. May's Astral, 146 lbs. 5 lb. allowed (owner) 1

Mr. Dryadust's Coxcomb, 160 lbs. (Mr. Dupree) 2

Mr. Brutton's Kingston, 143 lbs. (Mr. Clarke) 3

Capt. Heathcote's Lancaster Rose, 143 lbs. 5 lb. allowed (owner) 0

Mr. H. Morris' Brownberry, 147 lb 5 lb. allowed (owner) 0

Dr. J. W. Noble's Baluchi Chief, 146 lbs. 2 lb overweight (Mr. Large) 0

Mr. Darius' Rubber Tree, 155 lbs. (Mr. Gegg) 0

Time—2 min. 43 secs.

Pari-mutuel \$38.40.

Cash Sweep: 1st, \$447.30; 2nd, \$127.80; 3rd, \$63.90.

Intimations.

PABST BREWING COMPANY MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 28th April, 1908.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than Ten Cents (10c) per Single Copy.

THE MANAGER,

Intimations.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Monday,
July 13th,
and following days.

SPECIAL MIDSUMMER SHOW.

Models
of the
Month.

MIDSUMMER SHOW.

Novelties
in every
Department.

SPECIAL MIDSUMMER SHOW.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Intimations.

FLOOD FUND

AL FRESCO BAZAAR
FOR 7 DAYS AND 7 NIGHTS.

THREE Admissions Daily:—
2.30 P.M. to 5 P.M.
7 P.M. to 10 P.M.
11 P.M. to 2 A.M.
Each Admission, 50 cents.
To Theatre, 40 cents additional.
Hongkong, 10th July, 1908. [65]

THE FLOOD FUND BAZAAR.

TO BE HELD AT
KENNEDYTOWN.
From July 10th to 16th, from 2 P.M. to 2 A.M.

GIFTS FROM EUROPEAN LADIES AND GENTLEMEN for Sale at the Bazaar are solicited and will be highly appreciated.

All gifts to be forwarded to the Chairman, Mr. FUNG WA CHU, or to Mr. HO KONG TONG, the Vice-Chairman, or to the following Members of the Committee, which comprises altogether One Hundred and Eighty Ladies and Gentlemen.

Hon. Mr. WEI A YUK, C.M.G.
Mr. LAU CHU PAK.
Mr. CHAN KANG YU.
Mr. LAI KWAI PUI.
Mr. TAM HOK PO.
Mr. CHAU SIU KI.
Mr. WONG LAI CHUEN.
Mr. TAM TSZ KONG.
Mr. LEUNG PUI CHI.
Mr. PUN YAN TSUN.

Hongkong, 4th July, 1908. [639]

NOTICE.

TUESDAY next, 14th of July, being the FRENCH NATIONAL FETE, the CONSUL FOR FRANCE will be pleased to receive at his Office, Prince's Building, between 10 and 11 A.M., the members of the French community, and between 11 and 12.30, British officials and officers, his foreign colleagues and all other persons who may wish to call on that occasion.
Hongkong, 11th July, 1908. [658]

THE TRADE MARKS ORDINANCE, 1898.

NOTICE is hereby given that ALBERTO DEMEE BARRETTO, a partner of the firm of CRUZ BASTO & Co., of Hongkong, Merchants, has, on the 1st day of May, 1908, applied for the registration, in Hongkong, in the Register of Trade Mark, of the following Trade Mark:—

A five-pointed Star within a Crescent and the words "Red Crescent and Star Brand" in the name of CRUZ BASTO & Co., of Hongkong, Merchants, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants since the month of October, 1906, in respect of CAMPHOR in Classes 1, 2, 3 & 4.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of June, 1908.
WILKINSON & GRIST,
Solicitors for the Applicants. [589]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office,
Hongkong, 9th March, 1908. [572]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM PARLAEN
Manager.
Hongkong, 22nd June, 1908. [161]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ... \$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed,
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1908. [48]

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND
TOILET REQUISITES
FOR SALE,
12, D'ARVILLE STREET,
HONGKONG.

Hongkong, 2nd September, 1907. [16]

THE FLOUR MILL INDUSTRY.

SUFFERING FROM OVER-PRODUCTION.

It is evident from the statistics previously published in these columns that the flour-mill industry in Japan is suffering from over-production. The demand for flour in Japan has markedly increased in recent years and its import has multiplied 25 times in the past ten years, the value of flour imported being now more than ¥10,000,000 a year. Owing to the increased demand for flour during the business boom following the Russo-Japanese war, many flour-mill companies were formed. Of the new companies, the principal are the Teikoku, Nisshin, Toei, Dai Nippon, Masuda, and the Nippon Seimai, with an aggregate capital of some ¥8,000,000. The annual production of flour has reached 7,000,000 bags, including the output of the old mills, which produces about 2,000,000 bags. Though doubt was felt whether the business was not over-expanded the industry was considered a lucrative business and the formation of new flour companies was pushed on, for it was hoped that competition might be successfully ventured on against foreign flour in China and Korea. The business boom soon died away, however, and gave place to general financial depression, in which the flour industry was also affected. The result has been over-production and wild competition. All the flour mills consequently show a heavy loss on their working for the half-year just closed.

The great increase in the number of flour-mill companies in this country is attributed by those concerned chiefly to an increase of the Customs duty on flour to 30 per cent. *ad valorem* in 1906, and to the imposition of a duty of 15 per cent. on wheat. This rendered the import of the raw product (wheat) to sell per bag more profitable than the import of flour. Moreover flour-making machinery is comparatively cheap, and the industry does not stand in need of so much special knowledge and skill as other undertakings. The collapse of the flour market is ascribed to the fact that in June or July last year flour merchants reduced the import of flour in anticipation of the opening of business by new flour-mill companies, but the operation of the new undertakings being delayed, merchants issued orders in the anticipation that a considerable quantity might be sold before the opening of the new mills. But the shipments were delayed on account of lack of transport facilities, and the consignments arrived in November, when the flour produced by the new mills had already begun to find its way on the market. Furthermore, by this time the flour market in America had collapsed on account of the financial crisis, and merchants in Japan were holding stocks at much higher prices than were ruling in America. The financial trouble in America reacting on Japan, sales of flour dropped off heavily. All the mills were left with large stocks on hand, but bankers hesitated to make advance on flour, and the flour mills were consequently reduced to a sore plight, having finally to sacrifice their stocks at unremunerative prices.

Mr. Masada Teijiro, a director of the Nisshin Flour Mill Company, attributes the present difficulties chiefly to overproduction. There is a falling-off in the consumption of flour due to the trade depression and to the fact that flour-mills are pushing on the production of flour from wheat in stock in view of the early appearance of the new season's crop on the market, and are selling at a low price, but the principal cause of the collapse in the market lies in the fact that more has been produced than can be consumed. In the short space of a year or two, a large number of flour-mills have been started, and it is only natural that an over-production of flour should result. Imported flour is indispensable for certain purposes, so that it is impossible to check import entirely. The estimated production and consumption (or demand) of flour in Japan for the present year are compared as follows:—

PRODUCTION (Estimated for present year).

	Present year.
New Mills	7,000,000
Old Water-Mills	16,000
Total	7,016,000
CONSUMPTION (OR DEMAND).	
Imported Flour	4,577,476
Product of Old Companies	1,602,000
Product of Old Water-Mills	16,000
Total	6,195,476

It will be seen from the above that the estimated production exceeds consumption by 1,722,524 bags, or 21½ per cent. The only measures Mr. Masada can suggest for the relief of the situation are incorporation of the companies and restriction of production.

Mr. Moroi Shiro, managing director of the Toei Flour Mill Company, which has established a mill at Hankow, China, with a view of extending its business in China, says that to export Japanese flour to China and Korea successfully it will be necessary to obtain the reimbursement of the Customs duty on wheat, and in conjunction with other companies he has drawn up a petition to the Government, which is to be shortly filed to this effect. The petition in part says:—"An enormous demand exists in China and Korea for flour. There are two or three flour mills at Hongkong, Shanghai, and Hankow, but the production of these mills is far too small to supply the demand, and a large quantity is imported annually into China and Korea from abroad. Yet very little Japanese flour has been seen on the market in China and Korea. This is due to the restricted development of the flour-mill industry in Japan, which scarcely afforded a sufficient supply to meet the domestic demand, and the imposition of a duty (77 sen per picul) on wheat in no way interfered with the industry. Now the industry has developed to such an extent as to enable it to meet the demand for flour in China and Korea after supplying home needs, but the Japanese industry is facing a difficulty which prevents it competing with foreign flour

in China and Korea with success. The imposition of a Customs duty on wheat renders it impossible for Japanese flour to undersell foreign flour. It is of urgent importance for the industry to obtain the reimbursement of the duty on wheat for flour exported abroad. In comparing the cost prices of American and Japanese flour, it is found that the production expenses are almost equal, but American flour, is imported into China and Korea direct, while Japanese millers have to import wheat first into Japan, turn it into flour, and then re-export it. Freight, landing, and other charges on wheat and flour make the cost of Japanese flour higher than the American. These charges, however, are but small as compared with the Customs duty on wheat. This contributes considerably to the enhanced price of Japanese flour in comparison with American. The sugar-refining industry, which is identical in its nature with the flour industry, enjoys a reimbursement of duty on sugar exported, in order that it may compete with success against foreign sugar. It is much to be regretted that the flour industry, which has now developed sufficiently to supply the demand in China and Korea, is prevented from doing so on account of the Customs duty on wheat, and the field in China and Korea is entirely left to foreign flour."—*Japan Chronicle*.

SHANGHAI NEWSPAPER EDITOR.

OF ACUTE RHEUMATISM BY Dr. Williams' Pink Pills.

Mr. N. E. B. Ezra, editor of "Israel's Messenger," the official organ of the Zionist Association in Shanghai, is one of the many thousands of sufferers from Rheumatism who have been cured by Dr. Williams' Pink Pills for Pale People. These Pills, it may be mentioned, have cured more cases of Rheumatism than of any other ailment excepting Anaemia (watery blood). Mr. Ezra tells his story as follows:—

"For two years I suffered from Rheumatism in my leg. During the cold weather the pain was intense and acute. Every day the malady was taking a stronger hold on

me. I was advised to go to Japan to take sulphur baths and to have Japanese massage, but being a business man I could not afford the time for this.

"I was then recommended to try Dr. Williams' Pink Pills, and after taking these Pills for a little over a month I find myself to-day so COMPLETELY CURED

that I can walk a long distance without feeling the pain any more. The change is so pronounced that I feel it my duty to recommend Dr. Williams' Pink Pills to all those suffering from Rheumatic pains." Mr. Ezra's editorial office is at 37, Yuhang Road, Shanghai, China.

The fact should never be overlooked that Dr. Williams' Pink Pills for Pale People are no "quick" medicine, but on the contrary, represent the life-work of a thoroughly qualified and greatly gifted physician—an M.D. of Edinburgh University, Scotland. It is by their unique purifying and at the same time tonic action on the blood, as well as by the good, health-restoring rich, red blood which they make, that these Pills cure. Testimony proves them to be the undoubted remedy for Anaemia (weak, watery blood) Rheumatism, Sciatica, Indigestion, Liver Complaint, Headaches, Malaria, Nervous Debility, Early Decay, Paralysis, Beri-Beri, Skin disorders such as Eczema, Scrofula, Pimples and Boils, and the after-effects of Fevers, Dysentery and Chills. They are world-renowned as the specific for the special ailments which trouble women between middle-age youth and men broken down by overwork or excesses are speedily restored by their use. They are obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Cavanagh Bridge, Singapore, who send 6 bottles for \$8/- or 1 bottle for \$1.50, post free to any address. [1]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 15 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	5.45 p.m.	Every 15 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 10 minutes.
11.45 a.m.	12.00 noon.	Every 15 minutes.
12.00 noon	1.00 p.m.	Every 10 minutes.
1.00 p.m.	1.30 p.m.	Every 15 minutes.
1.30 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	2.30 p.m.	Every 15 minutes.
2.30 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	3.30 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [17]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
TO-MORROW,
the 14th July, 1908, at 4.30 P.M., day, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
A VALUABLE COLLECTION OF
POSTAGE STAMPS,
Comprising—
Siam 20-Ticals (very rare), British Colonials, French Colonials, China, Labuan, Borneo, Macao, Germany and German Post Office, Portugal, South Africa, Formosa Republic, Persia, United States, &c. &c.
(No Lots to suit purchasers).
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 13th July, 1908. [649]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 15th July, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE,
Comprising—
TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD SIDEBOARD, and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP BUREAU and WASHSTANDS with BEVELLED GLASS, TEAKWOOD WARDROBES with BEVELLED GLASS, SINGLE and DOUBLE BRASS-MOUNTED IRON BEDSTHEADS and BEDDING, GLASS, CROCKERY and E.P. WARE, CARPET RUGS, PICTURES, ONE LARGE COOKING RANGE, &c., &c.

ALSO
ONE AMERICAN BILLIARD TABLE with ACCESSORIES COMPLETE, ONE COTTAGE PIANO,
AND
ONE CASH REGISTER.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th July, 1908. [656]

To Let.

TO LET.
GODOWN No. 5A, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [490]

TO LET.
NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.
A HOUSE in KNOTSFORD TERRACE, Kowloon.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [195]

TO LET.
FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [257]

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
Apply to—
THE COMPTROLLER DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.
HOUSES in AUSTIN AVENUE, Kowloon at \$50 plus taxes per month. Immediate possession.
Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 17th June, 1908. [601]

TO LET.
SHOP and DWELLING HOUSE, No. 74, QUEEN'S ROAD CENTRAL.
ONE ROOM in PRINCE'S BUILDING, Top Floor.
Apply to—
S. J. DAVID & Co.,
Prince's Building.
Hongkong, 1st June, 1908. [519]

TO LET.
HATHERLEIGH, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRINCE EAST, BLUE BUILDINGS, and No. 168, Des Voeux Road next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.
No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th June, 1908. [61]

For Sale.

ALFRED HERBERT RENNIE, Deceased.

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Lot No. 1,633 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1921, at the annual Crown rent of \$52. Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Firm."

The residence is exceptionally well situated on a elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath.

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—
Messrs. JOHNSON, STOKES and MASTER,
8 Des Voeux Road Central, Hongkong.
Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 10th June, 1908. [583]

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SMOOTH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 9th March, 1908. [1]

TYPEWRITERS

A SPECIALITY

OVER TEN YEARS' EXPERIENCE

OF

CLEANING, OVERHAULING,
and REPAIRING

ALL BROKEN PARTS.

SATISFACTION GUARANTEED.

ALSO

FOR SALE and HIRE.

MODERATE CHARGES.

MOTOR LAUNCHES

ON HIRE

AT BLAKE PIER.

A GREAT BOON TO PASSENGERS

TO and FROM STEAMERS

AND

ALSO ROUND THE ISLAND FOR

PICNIC PARTIES, &c.

Fares from \$2 per Hour.

HUMBER CYCLES

AGENCY.

DRAGON CYCLE

DEPOT.

33 & 35 Des Voeux Road.

Hongkong, 10th June, 1908. [11]

Intimations.



**A. S. WATSON & CO.,
LIMITED**

ESTABLISHED A.D. 1841

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

**WATSON'S HYGIENOL
AND
BUBONIC PLAGUE.**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND GERMICIDE.

PRICES PER PINT 50 cts
GALLON \$2.00

**A. S. WATSON & CO.,
LIMITED,
HONGKONG DISPENSARY.**
HONGKONG, 27th May 1908.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 13, 1908.

THE GOVERNOR AS SPORTSMAN.

Certainly if the pleasure-seeking section of the population of Hongkong have frequent occasion to complain of the lack of popular events they had no reason to make such a remark on Saturday. What with the Gymkhana, the opening of the Kowloon Cricket Club, and the bazaar in aid of the Canton West River Flood Fund there was a plethora and variety of entertainments which should have satisfied the desire of the most inveterate gambler. Besides these there were the usual numerous Saturday excursions, so that all classes of the community were provided for in the matter of amusements. In the case of the opening of the Kowloon Cricket Club, the ceremony was performed by His Excellency Sir Frederick Lugard, who thoroughly acted up to the spirit of the remark made by the President, Mr. H. N. Mody, to the effect that the Governor's presence showed "the very keen interest he took in the sports of the Colony." Except in a dilettante sort of way, we would scarcely have associated Sir Frederick with sport as sport. His life has been far too strenuous and exciting to permit of much indulgence in sport generally, unless it be sport with an Imperial meaning attached to it. Of course it may be "sport" to travel as a kind of native emigrant on a Red Sea tramp, and it may also be considered an entertaining method of passing the time in opening up vast territories to British rule and in placating a wild and ignorant people who strongly object to be brought under the rule of a civilised power, but that is not the ordinary conception of the word. And yet His Excellency hinted that he was not above joining in the mild pleasures which are peculiarly British even while on active service. For example Sir Frederick observed: "We all know that wherever a British Colony is started, the first thing the Colonists do is to get a racetrack, polo ground and cricket ground. I know that from my own experience in Africa. My officers were content to live in tents and grass huts, through whose roofs the rain found its way, while busily planning for polo and cricket ground, and since it is the tradition of our race to put sport—I will not say before anything else—but before anything which is not absolutely necessary, I am glad to see that this tradition is being maintained here in Kowloon." He does not actually say that he personally took part in these pleasures, but the implication is there, since he commends the instinct which led his officers to seek relaxation in such simple games as they could organise on the spot. And where a speaker searches his memory thirty years back for evidence to show that he is interested in sport and is able to recall incidents which prove conclusively that whether an active or passive participant in the games, he was at all

events, moved by their occurrence, then we may assume that he himself did not disdain to act in the arena. It is to be regretted that on the same occasion Mr. Mody did not enter into reminiscences of the days when he was a sporting junior. We all know the support which Mr. Mody gives to horse-racing, and it would be a bad day for the race meetings in Hongkong if the horses entered by "Mr. Buxey's stable" were withdrawn from the local turf. But it is possible that Mr. Mody in the days of his youth was a sporting individual in the sense that he sought to win emblems of his prowess on less exalted fields and by greater personal exertion. However that may be, the ceremony of opening the new Club house at Kowloon was an extremely pleasant and interesting one and the committee and members are to be congratulated on having achieved the end they had in view for many months.

THE COST OF HIGHER EDUCATION IN HONGKONG.

When the idea was first mooted some two years ago that it was proposed to establish evening continuation classes at Queen's College for the benefit of those pupils who desired to obtain the advantages attaching to a secondary education we expressed our fullest appreciation of the suggestion. There must be many youths in Hongkong whose parents are unable to maintain them at school after they have reached a certain age, and who have therefore to withdraw in order that they may contribute to the weekly or monthly earnings of the household. As a rule, it is only when a promising lad has left school that he discovers the value and importance of a secondary education, and unless he is absolutely debarred through want of facilities he will endeavour to forward his educational equipment to the best of his ability. For such as they, and for the advantage of the young apprentices who have gone in for engineering and kindred occupations, the proposal to establish evening classes was eminently to be commended, provided a sufficient number of students enrolled their names as being prepared to take one or more of the courses framed in the syllabus. But while absolutely in favour of the evening classes scheme, we tried to make it clear that we were utterly opposed to any elaborate system which meant an additional burden being laid on the taxpayers. Evening classes if they are to reflect the spirit of the Colony, that is to say if they are to be worthy of the name and worthy of being instituted at all, should be self-supporting. If they are not then there is but one conclusion we can arrive at and that is that they are not wanted in Hongkong. Moreover, the evening classes inaugurated at Queen's College through the energy of Sir Matthew Nathan, were not the only evening classes in the Colony open to industrious youths wishful of advancing their commercial and technical studies. There were others, at the Chinese branch of the Y.M.C.A. we believe, and probably at other places. We need not enter into the question of the standard and quality of the education imparted at these other centres of educational activity as compared with the same features when provided at Queen's College; nor need we dwell upon the teaching ability of the instructors. The point is that those outside establishments were self-supporting and that, being the case there was no reason why the classes conducted at the premier academy in Hongkong should be otherwise. Well, we read in the report of Mr. A. D. C. Wolfe, Inspector of Schools, in dealing with the work of the schools in Hongkong during 1907 that the evening continuation classes, "which started in October 1906 were carried on until the end of May when the first year of instruction came to a close. The attendance which averaged 256 in October, 1906, dwindled down to 197 in January chiefly owing to the non-attendance of those who had originally only joined the classes out of curiosity and ceased to attend as soon as they were called upon to settle down to solid work. In March, 1907, the average attendance showed a further slight drop to 178 and in May, the last month of the session the average attendance was 162, a very small decrease as compared with the heavy drop in January. An examination was held at the end of the May Session and certificates were granted to those who were successful in the various subjects of study." It is the duty of an Inspector of Schools to be cheerful at all times, but we fail to see that there was anything hopeful in the outlook, which, on the contrary, was far from promising. In two years the average attendance had dwindled from 256 to 162. Apparently the Government also recognised that it would be absurd and a monstrous charge on the taxpayers' pockets, if these classes were to be continued should the average attendance still further decrease and they proceeded to deal with the matter in this way. Again we quote the Inspector of Schools: "At the close of the New Year session in May a Committee was appointed by His Excellency the Officer Administering the Government to inquire into the working of the classes and submit proposals of the future. The Committee collected evidence and reported to the Government in August. Its proposals

practically all of which were eventually adopted, were to put the classes under the management of a Director, personally responsible to the Inspector of Schools, and to have an Advisory Committee, which was to be consulted if any changes in the subjects and courses of study were contemplated. Subjects which had failed to attract students were given up and from the evidence collected it was deemed advisable to introduce several new ones such as steam and light. The subjects of study were definitely laid down as also the length of the course in each subject. Matters such as the fees chargeable and the remuneration to be paid to lecturers were also dealt with. Under the name of the Hongkong Technical Institute the classes were re-opened in October for one year to begin with. A marked improvement was noticeable in the attendance and a greater tendency was shown to take lectures in subjects which went together and formed part of a systematic course, rather than as the case, when the classes started, to pick out the subjects at random. The attendance was well maintained and only began to drop off as it invariably does elsewhere towards the end of the Chinese Year. The average attendance is likely to remain at roughly 200, which figure shows clearly the necessity for the establishment of these classes." So, as will be seen, the term "Evening Continuation Classes" was altered to the more grandiose and imposing title "Hongkong Technical Institute, in the hope, no doubt, that students would be flattered to believe that they belonged to a vastly more important system than that which existed when they were simply attending evening classes. Apparently the Committee was correct, for the average attendance increased to about 200. Now we come to the crux of the question—the expenditure by the sorely-burdened people of Hongkong on these pupils of a larger growth. According to Mr. Wolfe's report the expenditures amounted to \$7,755.21, of which \$5,775.60 went in personal emoluments; \$879.25 towards "other charges"; and of course the Crown Agents managed to creep in and they received \$1,100.36. The total revenue was \$2,184.50, so that the excess of expenditure over revenue amounted to the quite interesting sum of some \$5,500. As a matter of fact these figures do not tally with the expenditure in 1907 as shown in the Draft Appropriation Account. There it was shown that the estimated expenditure for last year was \$4,299, whereas it was in reality \$7,878.87, an increase of \$3,579.87, and all the explanation we were afforded on that point was—"underestimated." This year the estimate is put at \$8,950, and we do not think the Government will be found to have been far wrong in advancing the amount which it is estimated will eventually have to be defrayed by the taxpayers. Secondary education is an excellent theme to dilate upon from an academic standpoint, but when it touches the pockets of the poor who do not know what education is, far less have enjoyed its benefits, the question becomes one for serious and urgent consideration. Can Hongkong afford to pay \$8,000 per annum for the education given during six months of the year, to an average of 200 boys and probably less? That is the whole question in a nutshell. For ourselves we "hate poor doops" and fancy there are others in the same predicament. However, it is an interesting matter which might be considered by the members of the Legislative Council.

LOCAL AND GENERAL.

The Japanese Government has rejected the outstanding application of the Tokio Electric Railway for its municipalization.

Mr. W. H. Taft is working hard at Hot Springs, Virginia, making preparations to capture the Southern vote. He expects to be successful.

BARON GOTO, president of the South Manchuria Railway, was received in an informal audience on 4th inst. He will shortly visit Peking, travelling by the railway through Shanshaikuan.

His Excellency the Governor paid a visit to the little branch school of the Italian Convent at Kowloon on Saturday. Songs by the children greatly amused Sir Frederick, who was pleased with the school.

A TOKYO despatch, of 5th inst., says:—Prince Ito will leave Seoul to return to Tokyo on Tuesday. General Fukushima, second in command of the General Staff, left Moji yesterday in order to visit North China.

MISS Lane, Crawford and Co., who are sole agents for the celebrated "White Horse Cellar Whisky," have received the following telegram from Messrs. Mackie and Co., Glasgow:—Received Royal Warrant Distillers White Horse to King.

Two Japanese stowaways were handed over to the Water Police on the arrival of the steamer *Kwang Lee* from Shanghai, on Saturday. They were charged before Mr. J. H. Kemp in the Police Court to-day, at the instance of the chief officer (Mr. W. Wallace), and remanded.

On Thursday week during the voyage of the *Prize Ludwig* from Hongkong to Shanghai, an Australian passenger named Fraser died, and was buried at sea, the funeral service being read by Captain Brown, of Hongkong. The deceased had been prospecting in Northern Australia, and was travelling to Japan on account of ill health.

WEST RIVER FLOODS.

THE BAZAAR AT CANTON.

[From Our Own Correspondent.]

Canton, 11th July.

The Canton Self-government Society has again convened a general meeting to take place to-morrow for the purpose of completing arrangements for the organisation of the proposed Flood Relief Fund Bazaar at Canton. In the circular calling the forthcoming meeting it is stated that over five hundred ladies of respectable families and female students of various schools and colleges have registered their names in the society and promised to offer their services as stall holders in the proposed Bazaar; the scheme should therefore be settled and carried out with as little delay as possible.

A GIRLS' CONTRIBUTION.

A subscription of \$300 has been collected from the students of the Kwan Wai Girls' College towards the Relief Funds.

RICE JUNKS HELD UP.

On the 5th instant four rice junks were held up by over a thousand flood sufferers, when sailing near Lin Tan from Lo Ting. The poor peasantry on seeing the rice junks rushed on board with baskets and bags, with which they removed all the rice. The junk masters were not able to beat back the famishing people. The value of the rice taken away is not less than \$2,000.

From the foregoing report doubt is entertained if the relief emissaries have proceeded up as far as Lo Ting with food-stuff to relieve the sufferers since the latter were driven to the outrageous act to save themselves from starvation.

ANOTHER HONGKONG REMITTANCE.

Another remittance of \$1,000 has been received by the Central Flood Relief Committee from Hongkong in aid of the funds.

A CHINESE WOMAN'S CLAIM.

QUARREL OVER A CARGO OF WOOD.

Mrs. Violet Chan, a married woman, residing at 3, Aylmer Road, brought an action against Messrs. Wallem and Company, shipowners, carrying on business in the Hongkong Club Annex building, in the Supreme Court, this morning, to recover from them 24,200 pieces of firewood, being the balance of 176,730 pieces of firewood undelivered per steamer *Progress* in February last, or in the alternative plaintiff claims the sum of \$115, the value of the wood.

Mr. G. K. Hall Brutton, of Messrs. Brutton and Hett, appeared for the plaintiff. Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, acted for the defendant firm.

The statement of claim, as read by Mr. Brutton, was as follows:—On the 4th May, 1907, the defendant firm, as agents for the captain and owners of the steamship *Progress*, entered into a charter-party with Messrs. Choong Hing and Company whereby the steamship *Progress* was chartered to Messrs. Choong Hing and Company for twelve calendar months, subject to the terms and conditions contained in the charter-party. Messrs. Choong Hing and Company carry on business under the name of the Choong Hing Steamship Company. In the month of February, 1908, one Go Buck Lim, of Sandakan, Borneo, the agent of the Choong Hing S.S. Company, called to be shipped 176,730 pieces of firewood on board the *Progress* then lying at Sandakan. The firewood was to be delivered to the plaintiff at Hongkong in good order, etc.

The *Progress* in due course sailed for Hongkong, arriving here on the 25th February last. On her arrival, the defendant firm was alleged to have taken possession of the steamer, together with the cargo. The plaintiff applied to the defendants on the 26th February for delivery of these 176,730 pieces of firewood, and duly paid to them \$1,325.48 freight in respect thereof. But it was stated that the defendant firm had not delivered to the plaintiff 23,930 pieces of the wood, part of the shipment of the 176,730 pieces. Hence the claim.

Mr. Brutton then proceeded to outline the alleged facts of the case shortly. He referred to the chartering of the steamer *Progress* by the Choong Hing S.S. Company from the defendant firm for some \$6,500 per month; he stated that between January and February of this year the Choong Hing could not pay the charter money; that on the arrival of the vessel in the Colony, before she had actually dropped anchor, the defendant firm took possession of the ship and the cargo. On board the *Progress* at the time was a cargo of firewood, belonging to the plaintiff. Part of this was taken delivery of by the plaintiff, after she had paid the freight. But the remaining portion—23,930 pieces—she could not get, and it was in respect of this that plaintiff was suing.

The tally clerk who was employed on board the *Progress* at the time, and who purchased the wood for the plaintiff in Sandakan, was called. He spoke to receiving the wood on board ship. He also explained how cargo is received on board ship, and what is done with the bills of lading and shipping orders.

For the defence it was denied that 176,730 pieces of firewood, or any firewood was shipped on board the *Progress*. If any firewood were shipped, however, delivery was taken by the Choong Hing S.S. Company. Consequently the defendants could not be held liable. The defence also denied that they took possession of the *Progress*, but they admitted they had a perfect right to exercise their lien on the freight under Clause 18 of the charter party, the charterers being then in arrears with their charter money.

The case was remanded.

KWAN KAM, a coolie, was the defendant in a larceny case heard in the Police Court, this morning. A Chinese priest—Lo Kam Hoo—was the complainant. He accused the coolie of entering a shop which was situated at Holland Street, and stealing a pewter candlestick which he had taken from the altar. When the news got about a few men who were in the shed at the time made great efforts to get at the defendant, but they were warded off. A sentence of three weeks' hard labour was passed.

Flood Fund Bazaar.

OVER \$30,000 REALISED.

\$1,000 FOR A SINGLE PAINTING.

Canton, 11th July.

Over thirty thousand dollars is the amount which we are authoritatively informed has been realised within the first three days that the bazaar has been in progress at Kennedystown. The amount realised on the first day was \$15,000, \$5,000 of which was taken in tickets alone. On Saturday there was an immense attendance, especially at night. Rather more than \$110,000 was collected on that day. Sunday saw a slight falling off, but about \$10,000 being realised.

In a previous issue we referred to a water-colour picture of two Chinese Red Cross girls presented by Mr. Kwan Wai Nung. It was purchased by Mrs. Chan (mother of Mr. Chan Kang U, the popular comrade of Messrs. Douglas Laprak & Co.) for \$5,000, with the stipulation that, if anybody was willing to offer anything more than the price she paid she was willing to devote the \$5,000 towards the Bazaar Fund. Mr. Yip Chung Kan came forward with an offer of \$5,000, so that the Bazaar Fund has already profited by this picture alone to the extent of over \$10,000 with probably something more to follow, as there may be others who may advance on the \$500 bid offered by Mr. Yip.

The infants' and children's dresses presented by the Italian and French Convents, as also the articles of embroidery from the Po Leung Kuk, Miss Eyre's school, the Bellios Public and Wei On schools were eagerly bought up, in many cases for over ten times their marked prices, so we were officially informed. In the course of conversation with a member of our staff a member of the Committee said: "The Chinese liked the fancy articles immensely, and as for the pretty frocks they were so beautifully finished and coming as they did from the benevolent institutions wherein our own Chinese girls are so carefully looked after, the Chinese, apart from the utility of the articles, bought them from sentiment also."

Messrs. Shewan Tomes & Co., general managers of the Green Island Cement Co., Ltd., presented thirty casks of cement, which have all been sold to Mr. Li Ping at \$10.00 per cask.

The coils of rope from the Hongkong Rope Factory, at 28 cents a lb, made a good showing.

A photo taken by Mr. Fung Shiu Wa of his three children (known as the first kitten last year), which won a silver medal at the Arts and Crafts Exhibition, was first offered \$1000 by Mr. Ho Kam Tong, and then \$15 by Mr. G. Friedland, managing partner of Messrs. Melchers & Co. \$20 was the next bid by Mr. Kwok May Hing, of Messrs. Siemens & Co. The maximum has not yet been reached, however, and it is expected the Fund will benefit still further by this picture.

The committee beg to acknowledge with thanks the following further contributions:—Messrs. Lane, Crawford & Co., assortment of fancy goods.

Messrs. Carlowitz & Co., 9 sealskin rugs, 24 Health underwear shirts, 50 dozen Rose soap. China and Japan Telephone Co., Ltd. installing two telephones free of charge.

We are officially informed that to-day until the 16th inst. the Bazaar in aid of the Canton West River Flood Fund will open daily between 2 and 5 p.m. and from 7 to 11 p.m.

A RICKSHA and chair coolies' gambling dive, at 2, Chun Hing Lane, was raided by Detective Sergeant Terrett on Saturday. Nine men were arrested, and at the Police Court, this morning, each offender had to pay \$3.

HANKOW papers state that according to the latest reports from the railway areas a very wide area of country is flooded, and the work of repairing the line will be attended with great difficulty. It is impossible at the moment to know when the service will be resumed. Reports from various sources state that a number of lives have been lost and a great deal of property destroyed.

THE patrons of the Kowloon Hotel, whose popularity as an evening rendezvous is still on the increase, will be interested to know that Mr. P. E. Fred. Stokes has joined Mr. O. E. Owen in the proprietorship of the Hotel. Mr. Stokes is known by practically every resident of any length of time in the East and his genial personality is bound to be reflected in additional numbers being attracted to the Hotel.

MR. H. T. Wade informs the *N. C. D. News* that severe floods visited the Tienkai country (Anhui) on June 24, and the water rose thirty feet in twenty-four hours. The damage to the green tea crop and to the salt shops is put down at over 100,000. The loss of life was very heavy; in one instance 300 female tea sorters, who had rough shelter in a loss house, were drowned like rats in a trap. This news comes direct from Tienkai banks.

THE Shanghai *Mercury* has received news from the north from a reliable source that His Ex. Yuan Shih-kai has appointed Mr. T. H. Kingley, (formerly manager of the Chinese Engineering and Mining Co.) general manager of the Chinese new mines at Ma Chia-kow. We understand that these mines are the same that Sir John Jordan is now asking the Chinese to close and which the C.E.M. Co., Ltd., claim, but which the Chinese state they have no right to.

We are requested to state that the Committee of the Tung Wa Hospital will be glad of the attendance of ladies and gentlemen at the Hospital, on the occasion of the presentation of medals, on Saturday next, the 18th inst., at 9 p.m. to the coxswain and crew of the steam launch *Kam Sui*, who were instrumental in saving a large number of lives from the wreck of the *s.s. Prawn* on the 8th June last. The hon. Mr. E. A. Irving, Registrar General, will preside at the ceremony. To Lau Tai, the coxswain, a gold medal and \$50 will be presented, while each of the seven members of the crew will receive a silver medal and \$25. A silk flag will be presented to the owners of the *Kam Sui*, Messrs. Tak Koi & Co., Ltd., who have on the 10th inst. will deliver a short address.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINA'S SORROWS.

FLOODS IN THE NORTH.

[By courtesy of the "Shuang Po."] Peking, 11th July.

The Wing-ting and Fung Rivers, in the province of Chihli, have suddenly risen a considerable height. The districts north of Tientsin are under water.

Wuchang, 11th July.

A considerable rise of the Seung River is reported.

The water of the Yangtze below Hankow has risen in consequence.

The inhabitants of the territory along the banks of the Yangtze are in danger of floods.

VICEROY CHANG.

SEEKS TRANSFER TO PEKING.

[By courtesy of the "Shuang Po."] Peking, 11th July.

His Excellency Chang Jen-chung, Viceroy of Canton, has hitherto used his influence to obtain his transfer to Peking.

Owing, however, to the absence of a vacancy in any of the presidencies of the Ministries, Prince Ching is desirous of nominating H. F. Chang to a seat on the Board considering the question of Constitutional Government.

H. E. Yuan Shih-kai is not of His Highness's view and is endeavouring to obtain an appointment for Viceroy Chang as president of a Ministry.

The post considered most probable for H. E. Chang is that of president of the Ministry of Justice.

EX-VICEROY SHUM.

PERSONA NON GRATA WITH YUAN SHIH-KAI.

[By courtesy of the "Shuang Po."] Peking, 11th July.

H. E. Yuan Shih-kai's dislike for ex-Viceroy Shum is so great that he is reported to oppose the latter's re-appointment to office.

Officials, who were favoured by Shum, also come under H. E. Yuan's ban of displeasure.

THE NEW NAVY.

REPORTS WANTED.

[By courtesy of the "Shuang Po."] Peking, 12th July.

Their Excellencies Yuan Shih-kai and T'ieh Liang have telegraphed to the Chinese Ministers accredited to foreign countries to investigate and report on the Navies of the respective Foreign Powers, with a view of an early start being made with the re-organisation of the Navy in China.

CANTON-HANKOW RAILWAY.

PAYMENT OF THE SECOND CALL.

[By courtesy of the "Shuang Po."] Peking, 12th July.

As the second call on the shares of the Canton-Hankow Railway Co. is about to be made and as there is a breach between the shareholders and the management of the Company, the Ministry of Posts and Communications is apprehensive lest trouble might arise when the call is made.

The Ministry is resolved upon despatching a high official to Canton to conduct a searching investigation into the affairs of the Company.

Telegrams.

PEKING-HANKOW RAILWAY.

PROPOSAL TO RE-PURCHASE.

[By courtesy of the "Sheng Po"]

Peking, 12th July.

It is proposed by the Imperial Government to buy back the Peking-Hankow Railway.

The Board of Revenue undertakes to provide Tls. 1,000,000; the rest of the money will be raised by other means.

[Reuter's.]

Old Age Pensions.

London, 10th July.

The Old Age Pensions Bill has passed its third reading in the House of Commons, by 315 votes to 10.

Many Unionists voted with the majority. Mr. Balfour and Sir A. Asquith abstained from voting.

Later.

The U. S. Proslavery.

The Democratic Convention held at Denver has nominated Mr. Bryan for the Presidency of the United States by an overwhelming majority. His platform favours the reduction of import duties, the free-listing of articles competing with Trust-controlled products, material reductions in the duties on necessities of life, and full protection for foreign residents in America under treaty rights.

It opposes, however, the admission of Asians, whose presence raises the race issue and entails controversies with Oriental Powers.

11th July.

The Denver Convention has nominated Lawyer Harn of Indianapolis for the Vice-Presidency of the United States.

The All Red Route.

The Canadian House of Commons has carried, by 109 votes to 47, the motion of Sir Wilfrid Laurier in favour of an All Red Route.

Opium in Canada.

In the Canadian House of Commons at Ottawa, Hon. Rudolph Lemieux has introduced a Bill prohibiting the importation, manufacture, or sale of opium in Canada.

Morocco.

Sultan Abdul-Aziz has left Rabat, and is marching in the direction of Marrakesh at the head of a force of six thousand men.

THE BRAZILIAN CRUISER.

OFFICERS' VISIT TO MACAO.

In company with Mr. J. J. Leiria, Consul for Brazil, Commander Gomez Pereira and the Flag-Lieutenant of the Brazilian cruiser Benjamin Constant paid a visit to Macao by the s.s. *Heungshan* yesterday. The officers of the warship also availed themselves of the Sunday to make an excursion to the historic city. Arrived at Macao the visitors called on the Acting Governor, Capt. Diego de Sa, by whom they were entertained at Government House. The party then repaired to the "Boa Vista" Hotel for luncheon, after which visits were paid to Camoes' grotto, Bella Vista, the barrier at Passaleira and, lastly, to the fabled dens where the Brazilian officers were initiated into the mysteries of the game. For sport the members of the party each had a title, "Slutter" and, curiously enough, not one was the worse off by the visit to the Far Eastern Monte Carlo. Capt. Pereira is charmed with the beauty of the European settlement in China; his Flag-Lieutenant was so hospitably received that he chose to stay over at Macao to return by the morning steamer to-day.

This afternoon the officers of the Brazilian cruiser are the guests of Mr. Leiria at "Duarte," to tea. They will then proceed by the tram on a visit to the Peak, dining, in the evening, at the Peak Hotel.

Rear-Admiral and Mrs. Stoker will be "at home" to the foreign officers at dinner on Tuesday, when Mr. and Mrs. Leiria will be among the guests.

Arrangements are in progress for a private reception to be held at the Club Lusitano on Wednesday between 6 and 8 p.m. when Mr. and Mrs. Leiria and the members of the Portuguese Club will entertain their naval guests at an afternoon tea. Machado's string band will discourse selections of music in the afternoon.

On Thursday the Benjamin Constant will proceed to Singapore.

Mr. H. E. Pollock, K.C., for the defence, began his final address to the jury this morning in the action brought by the Kwong Hing Cheung firm against Messrs. Reuter Brockelmann and Company. He had not concluded at the time of going to press. In this action plaintiffs are seeking an injunction to restrain the defendants, their servants, and agents from falsely representing to the German Consul at Canton, and to the Chinese authorities that certain of the partners of the Cheung-Loong firm, of Hongkong, sugar merchants, were also partners in the plaintiffs' firm; and from further endeavouring to enforce payment by the plaintiffs of a debt alleged to be due to the defendants by the Cheung-Loong firm, by attachment of property belonging to the plaintiffs, or in which they are interested. The plaintiffs claim the sum of \$20,000 damages for alleged false representation and libel.

Tragedy at Stanley.

CHINESE POLICEMAN SHOTS AND KILLS A COOLIE.

SELF-DEFENCE ALLEGED.

A Chinese policeman, who was supposed to have been acting in self-defence, shot and killed a coolie at Stanley yesterday. The affair created a sensation among the villagers both of Stanley and Aberdeen, and there was much speculation as to the cause of the shooting.

Stanley is situated in a small bay on the south-east side of the island, and a few hours' walk from Aberdeen. Like the latter place, Stanley is well settled with trees, most of which were planted by the Government, and numerous complaints have been made to the police lately of the damage done to these trees by the villagers, who are in the habit of chopping them down for firewood. With the object of putting a stop to this practice special watches have been kept, and not a few arrests effected.

Some time yesterday morning a Chinese policeman (No. 343), was sent out in plain clothes from the Stanley Police Station with orders to arrest any person seen cutting trees on Government ground. No. 343 took with him a revolver, which he strapped round his waist under his jacket. After searching the hillside for some time in vain, the policeman descended to the road again, and was about to continue his patrol, when he met three men coming in his direction. One of the men carried a parcel in his hand. Suspecting without a doubt that the parcel contained explosives, to wit, dynamite and fuses, for fishing purposes, No. 343 challenged the man to show the contents of the parcel. Whether the man refused to obey the order, or whether he refused to be taken to the lock-up when he exhibited the dynamite—for dynamite there was in the parcel—is not clear. But this much is known, that as soon as the man was challenged the three men rushed at the policeman, threw him to the ground, and proceeded to open a fierce attack. The policeman struggled to his feet when the hold of his assailants relaxed a trifle, and, with the idea of frightening them, pulled out his revolver, and fired two shots in the air. This had the desired effect on two of the assailants, who betook themselves down the road as fast as their legs would carry them. The other man, however, could not be frightened. The sight of the revolver seemed to have made him reckless. Shouting, "It is between me and you, now," or words to that effect, he charged into the policeman again. A fierce encounter followed. Both men tumbled about the road in a struggle, which, to the ordinary man not knowing that one carried a firearm, seemed like ending either in the hospital or in the mortuary. When the policeman had dragged himself to his feet for the second or third time, he reached for his revolver which had been knocked out of his hand, and with the object of shooting his infuriated assailant in the neighbourhood of the foot, as it is alleged, fired. The ball, unfortunately, pierced the man's abdomen. Death intervened a few minutes later. Hurriedly returning to the station the policeman reported the affair, and steps were taken to have the body removed to the mortuary. The police at headquarters are investigating.

The spot where the tragedy occurred is near the nine-mile stone, at the bend of the road—a very secluded spot. Near this bend is a bridge which spans a gully, the water in which flows into the Tytan Bay.

It was stated in police circles to-day that had the fight lasted longer there was no question that the policeman would have been thrown into the gully.

ACCIDENT ON THE "MANCHURIA."

FOREMAN PAINTER SENT TO HOSPITAL.

A foreman painter was taken off the Amoy liner *Manchuria* on Saturday last, and conveyed to hospital by a member of the Water Police, suffering from severe injuries to his feet. His condition is not considered serious. Shortly after noon on the day in question a number of Chinese painters were engaged in painting the casing of the *Manchuria*, which is situated near No. 4 hold. In order to do the work they stood on an uplaid plank. The foreman painter was supervising the work from the deck. Suddenly, and without any warning, the plank gave way, the painters were thrown violently to the deck, while the foreman, who at that moment was standing a few feet away, received the full force of the falling plank on his feet. He was promptly attended to, and, later, as we have already stated, conveyed to the Government Civil Hospital. None of the other painters was injured.

From Messrs. H. Ruttonjee and Son, we have received a sample bottle of St. Julia claret, which has a very pleasant flavour and taste. It is sold at ridiculously low prices.

A MARINE, giving the name of MacDonald, had to forfeit \$10 to the Police Court, to-day, for assault and damaging property. Sometime last evening defendant entered a Chinese house in the central district, and began undressing himself. The master of the house remonstrated with the marine, who picked him up and threw him down the stairs. Mr. Kemp fined the defendant \$5 for the assault, and ordered him also to pay the complainant \$15 compensation.

Our esteemed and wide-awake contemporary the *Siam Observer*, has at last decided to enlarge its columns, and on the 11th of July it blossomed into an eight page paper instead of four. That this change did not arrive too soon must have been manifest to readers for some time past, and we congratulate our contemporary on having at last taken the plunge. Following the example of another newspaper in Singapore, the *Observer* has also converted itself from an evening to a morning sheet, a change which we trust and believe will commend itself to its numerous subscribers and those who advertise through its medium.

THE SHANGHAI DOCK AND ENGINEERING CO., LTD.

ANNUAL MEETING.

The second annual general meeting of the above named Company was held at Shanghai on the 7th inst. Mr. John Prentice (chairman of the Board of Directors) presided, and there were also present: Messrs. C. Michelau, A. M. Marshall, James Johnston, David Landale, R. S. F. McBain, and H. A. J. Macray (directors); W. A. C. Platt (legal adviser); Jas. H. Osborne (secretary); Dr. Gilbert Reid, Brodie A. Clarke, J. E. Bingham, W. S. Burns, A. L. Anderson, W. S. Jackson, H. J. Craig, Kong Siang-ming, P. Crighton, A. K. Craddock, O. S. Nibet, F. C. Fischling, N. E. Cornish, J. Valentine and C. Mordhorst, representing 20,677 shares.

At the request of the chairman the secretary read the notice convening the meeting.

The chairman then addressed the shareholders as follows:—

Gentlemen,—The reports and accounts having been in your hands for some days, with your approval we will take them as read. We regret that during the year the expected revival in shipping and trade did not take place and that in fact the depression in trade was slightly worse than the previous year. Our gross earnings for the year were Tls. 188,460.97 less than the previous year, but our net earnings show an increase of Tls. 88,048.83—a very satisfactory result of the arrangement made last year for the more economical working of the Company, and when trade improves, as we hope it may soon, we look forward to earning good dividends on the capital of the Company. Shanghai is bound to progress and prosper and with our docks (5) and works we are able to undertake any kind of work which may come to the port. Our net profit for the year, including the amount brought forward from last year, amounted to Tls. 309,742.93 and after deducting the interim dividend of two and a half per cent paid in January, there remains for distribution the sum of Tls. 171,742.48, which we recommend to be dealt with as follows:—

A final dividend of Tls. 2.50 per share equal Tls. 138,000.—Amount to be carried forward to new account Tls. 33,742.98. The whole of our properties, &c., has been kept in good repair and efficiency out of revenue and we thought that at the present time it would be better in the interest of our shareholders not to write anything off for depreciation.

Directors—Messrs. A. M. Marshall and C. Michelau retire and offer themselves for re-election.

The accounts have been audited by Messrs. Bingham and Matthews, who retire but offer themselves for re-election.

Before moving the adoption of the report and accounts I shall be pleased to answer any questions referring to them or the business of the Company to the best of my ability.

Mr. Craig said that since his return from Europe a day or two ago he had been looking into the affairs of the Dock in which he had no small interest and he must say that last night, on reading a certain evening journal, he had been very much astonished to find certain statements or insinuations made against the integrity of the directors of the company, or against the integrity of the auditors. Before the chairman moved the adoption of the report he thought it was due not only to the shareholders, but also to themselves as directors, that they should have a very emphatic denial of these insinuations. He could not say they were assertions, but they were decidedly very disagreeable insinuations. If it would be allowed he would ask a question regarding the first insinuation, that Tls. 300,000 of fixed deposit in the Hongkong and Shanghai Bank had since the accounts were published, been withdrawn. If that was the case it was certainly a very serious matter for the company. He hoped that it was not the case, and that the directors would be able to answer to his satisfaction and to the satisfaction of the other shareholders. The second statement was that the sum of Tls. 127,750.94, the mortgage on the Native City Water Works, had been paid over during the year, and had been placed to the credit of profit and loss account. He thought they required a very decisive and very emphatic answer from the directors.

The Chairman, in reply, said that the Tls. 300,000 fixed deposit in the Hongkong and Shanghai Bank was still there (Applause). The first instalment of Tls. 100,000 was deposited on the 26th August, 1907; the second instalment of Tls. 100,000 was deposited on the 7th October, 1907; and the third instalment of a similar amount on the 23rd November, 1907; and the three amounts were still in the Bank. As regards the second question his answer was decidedly "No." Their earnings were stated in the accounts first by the directors and certified by the auditors, and they amounted to Tls. 309,742.98. It gave him much pleasure to answer these questions because he had seen the paper which had been mentioned and the statements contained therein were most misleading; they were absolutely false. The paper claimed that they had made only 2 1/2 per cent, whereas they were making five or six per cent, and they all knew that the depression throughout had been very bad and that all people in Shanghai were suffering from it; and he was sure that when trade revived they would be able to pay a good dividend to the company.

Mr. Jackson asked whether they were taking any steps to have these statements contradicted in the journal referred to.

The Chairman said that they were not taking any steps. He had hoped that they would have ignored them altogether. If their shareholders wished them to take action they would consult their legal adviser as to what steps they might take.

Mr. Craig said he did not know whether he was in order in speaking again on the same question, but if he might make a few remarks he would say that he believed, after having heard the replies to his questions, he did not for a moment think that it was at all advisable to go into the matter any further. He thought that these last statements, without any authority or without knowledge, ought to be treated with the contempt they deserved. (Hear, hear.)

After consultation with the other directors the chairman intimated that the directors were in favour of treating the statements referred to with contempt and ignoring them entirely. He would ask the shareholders whether they were in favour of such a course or not.

On a show of hands the shareholders present showed themselves to be unanimously in favour of ignoring the statements.

The chairman proposed, and Mr. Marshall seconded, that the directors' report and statement of accounts, made up to the 30th April last, as piloted and circulated, be adopted and passed, and the directors be authorised to pay a dividend at the rate of Tls. 2.50 per share to shareholders on the register at date—Carried unanimously.

Messrs. A. M. Marshall and C. Michelau were re-elected directors on the proposition of Mr. Craig, seconded by Mr. Cornish.

Mr. B. A. Clarke proposed and Mr. A. K. Craddock seconded, the re-election of Messrs. J. E. Bingham and F. N. Matthews as auditors. This was carried.

The chairman said that before sitting down he would like to mention the absence from the meeting of their manager, Mr. J. Grant MacKenzie. Mr. MacKenzie's absence was caused by sickness; he was confined to his house.

On the motion of Mr. H. H. Reid a hearty vote of thanks was passed to the directors for their services during the year, and the chairman replied on behalf of the board.

To-day's Advertisements.

NIPPON YUSEN KAISHA. EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, AND PORT SAID.

THE Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg., Captain F. L. Sommer), will be despatched as above on WEDNESDAY, 13th August, at Daylight.

Every known comfort provided on board for travellers: First class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around-the-world. For further particulars apply to NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

NOTICE.

THE COMMITTEE of the TUNG WA HOSPITAL invite Members of the Community to attend at the Hospital, on the occasion of the Presentation of Medals on SATURDAY next, the 18th inst. at 2 P.M., to the Costwaite and Crew of the steam-launch *Kam Shan*, who were instrumental in saving a large number of lives from the wreck of the s.s. *Powung* on the 8th June last.

The Hon. Mr. E. A. Irving, Registrar General, will preside.

Hongkong, 13th July, 1908.

KOWLOON HOTEL.

NOTICE.

THE Undersigned begs to Notify his Clients and the Public generally that he has admitted Mr. P. E. FRED STONE into PARTNERSHIP with him in the business of the above Hotel as from 1st July, 1908, under the name and style of "OWEN STONE & Co."

O. E. OWEN, Proprietor.

NOTICE.

MR. P. E. FRED STONE has the pleasure to inform his numerous Friends and Acquaintances (ashore and afloat) that he has joined Mr. P. E. OWEN as a PARTNER in the business of the KOWLOON HOTEL, as from the 1st July, 1908, under the name and style of "OWEN STONE & Co."

He trusts that they will extend to the new Firm a Share of their patronage.

Hongkong, 13th July, 1908.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by

PUBLIC AUCTION,

For account of the Estate of the late Captain ROSE COX (late Master of the s.s. *On Sang*),

TO-MORROW (TUESDAY), the 14th July, 1908, at Noon, at their Sales Rooms, No. 6, Des Voeux Road, corner of Ice House Street,

SUNDRY GOODS AND EFFECTS, belonging to the above Estate.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th July 1908.

Authority or without knowledge, ought to be treated with the contempt they deserved. (Hear, hear.)

After consultation with the other directors the chairman intimated that the directors were in favour of treating the statements referred to with contempt and ignoring them entirely. He would ask the shareholders whether they were in favour of such a course or not.

On a show of hands the shareholders present showed themselves to be unanimously in favour of ignoring the statements.

The chairman proposed, and Mr. Marshall seconded, that the directors' report and statement of accounts, made up to the 30th April last, as piloted and circulated, be adopted and passed, and the directors be authorised to pay a dividend at the rate of Tls. 2.50 per share to shareholders on the register at date—Carried unanimously.

Messrs. A. M. Marshall and C. Michelau were re-elected directors on the proposition of Mr. Craig, seconded by Mr. Cornish.

Mr. B. A. Clarke proposed and Mr. A. K. Craddock seconded, the re-election of Messrs. J. E. Bingham and F. N. Matthews as auditors. This was carried.

The chairman said that before sitting down he would like to mention the absence from the meeting of their manager, Mr. J. Grant MacKenzie. Mr. MacKenzie's absence was caused by sickness; he was confined to his house.

On the motion of Mr. H. H. Reid a hearty vote of thanks was passed to the directors for their services during the year, and the chairman replied on behalf of the board.

THE Undersigned have received instructions from The Official Administrator, to sell by

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "JAPAN."

Captain J. G. Olliff will be despatched for the above Ports, TO-MORROW, the 14th inst., at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 13th July, 1908.

DISORDERLY—LAWFUL COMMANDS.

In the Marine Court, this morning, before the Hon. Commander Basil Taylor, R.N., Harbour Master, Captain Frank Wawn, master of the s.s. *Sai Lai*, charged five of his crew with continually disobeying his lawful commands.

It was stated by the master of the ship that on Wednesday, the 8th inst., defendants refused duty, alleging as a reason that he would not give them any money. The next day they again refused to do their work, declaring at the same time that they were tired. On the 10th inst. they were determined as ever not to perform their work, saying that they had been long enough in the ship and wished to be paid off, and when the fourth day came round, they still persisted in maintaining their insubordinate attitude. Since then, they had done no work.

Witness spoke to the ship's crew being supplied with rations on board ship. No complaints had reached him as to defendants having struck.

The first defendant stated that about a week after leaving Rangoon, the *sai lai* and one of the engineers struck him. He refused to perform his duty because the work was too hard.

The second defendant endorsed the above statement, and further said that the food was not wholesome. He did not get any food on Saturday, 10th inst. he refused duty the previous Wednesday.

The third defendant pleaded that he was ill and did not feel fit enough to work. He did not ask for a doctor.

The fourth defendant's statement was to the effect that he was sick and that the *sai lai* would not let him drink water, while the last defendant went one better by declaring that the first tyndal struck him two days previously. He complained to the master when the ship arrived at Hongkong.

The master stated that the third and fourth defendants had ample opportunity of obtaining medical treatment, but they refused the services of a doctor. The fourth defendant made excuses for shirking his duty. They were all sentenced to forfeit ten days' pay and to undergo a week's hard labour.

This compound of the Central Police Station was crowded this morning with undesirable who were awaiting deportation. They numbered about 115. And a more pitiful looking lot of men one could hardly imagine. Of this number twenty-four arrived in the *Canton* yesterday, by the steamer *Tiffin*. They are time-expired coolies from the Dutch East Indies. The remainder were released from the Sinitic Settlement, arriving here on board the steamship *Lightning*. Much time was spent to-day by Police Constable Watt taking the descriptions and finger-prints of all these men, preparatory to sending them to their respective homes. It will be interesting to learn that each deportee was given \$5 to defray any further expenses.

Intimations.

SPECIAL BARGAINS! IN HIGH CLASS PIANOS.

	TO CLEAR.	ORDINARY PRICE.
Collard	\$400	\$600
Broadwood	200	400
Rachals	380	550
Own Make	250	360
Krauss	400	600
Haake	325	450

WEAR GUARANTEED.

WILL BE STORED UNTIL REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE

\$8

per Month.

ROBINSON PIANO CO. LTD.

Hongkong, 13th July, 1908.

KOWLOON HOTEL.

"If there is a will, there is a way."

Is there anything in your way that prevents you from crossing over to this Hotel?

If so, here is the way.

DO as all DO.

Cross over once, and you will always

get into the habit of doing so often.

GUEST NIGHT EVERY SATURDAY AND SUNDAY.

SPECIAL MENU

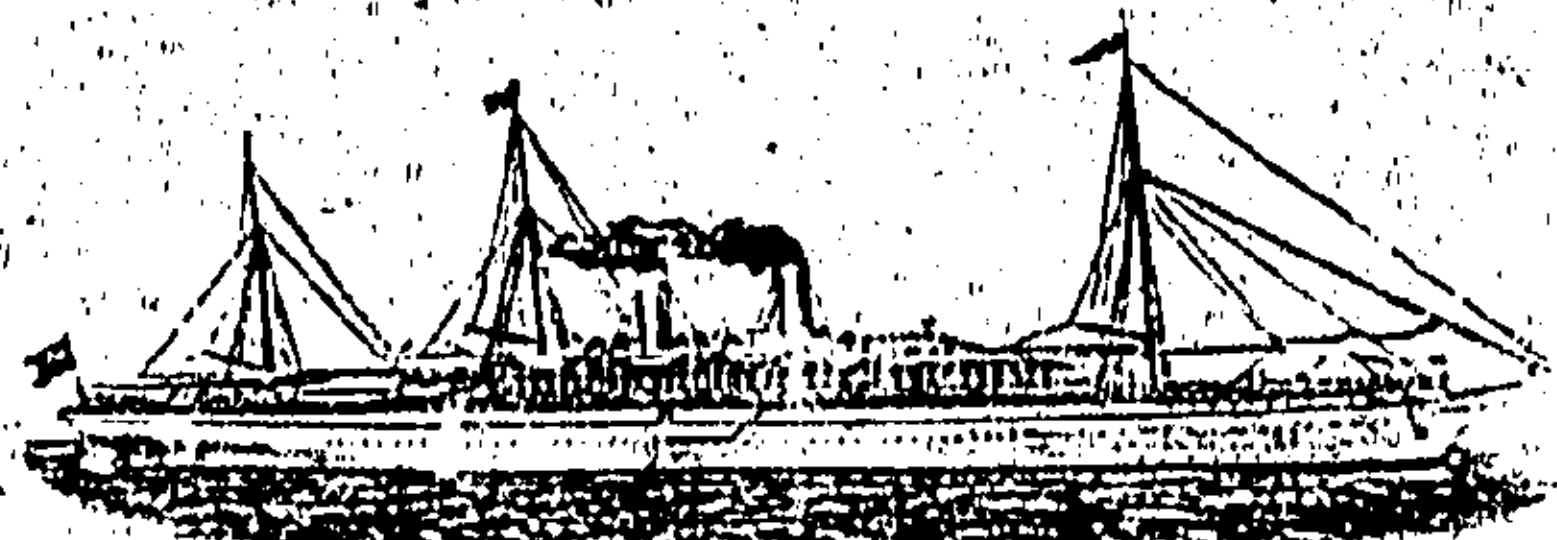
BY OUR

NEW CHEF.

INDIAN CURRIES.

Hongkong, 13th July, 1908.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S.	Tons
LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA".....6,000.....SATURDAY, July 25th.....Aug. 15th	
"GLENFARG".....3,700.....SATURDAY, Aug. 8th.....Sept. 6th	
"EMPERESS OF INDIA".....6,000.....SATURDAY, Aug. 15th.....Sept. 5th	
"EMPERESS OF JAPAN".....6,000.....SATURDAY, Sept. 5th.....Sept. 26th	
"LENNOX".....3,700.....FRIDAY, Sept. 11th.....Oct. 10th	
"EMPERESS OF CHINA".....6,000.....SATURDAY, Sept. 26th.....Oct. 17th	
"MONTEAGLE".....6,163.....	

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
"EMPERESS" steamships depart from Hongkong at 4 P.M.
S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information: Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
W. CRADDOCK, General Traffic Agent for China, &c.,
Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN, SWATOW & CHEFOO, CHEONGSHING, TUESDAY, 14th July, Noon.		
SHANGHAI, HANGSANG, WEDNESDAY, 15th July, Noon.		
SHANGHAI, YOKOHAMA, KORE, KUTANG, WEDNESDAY, 15th July, Noon.		
MANILA, LOOVSANG, FRIDAY, 17th July, 4 P.M.		
SINGAPORE, PENANG & CALCUTTA, NANSANG, SATURDAY, 18th July, Noon.		
MANILA, YUENSANG, FRIDAY, 24th July, 4 P.M.		

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kutang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yankaitse Ports, Chefoo, Tientsin and Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

Telephone No. 61.
Hongkong, 11th July, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

STEAMERS	TO SAIL
SAMARANG, SOURABAYA & BESUKI....."FORESTDALE".....14th July, 4 P.M.	
MANILA....."TRAN".....14th " "	
SWATOW, AMOY, CHEFOO & TIENTSIN....."HUICHOW".....14th " "	
CEBU & ILOILO....."BUNGSIANG".....15th " "	
AMOY & SHANGHAI....."YUOHOW".....15th " "	
HAIPHONG....."CHIHLEI".....16th " 10 A.M.	
NINGPO & SHANGHAI....."LUOHOW".....17th " 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY....."TAIYUAN".....3rd Aug.	

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloons.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

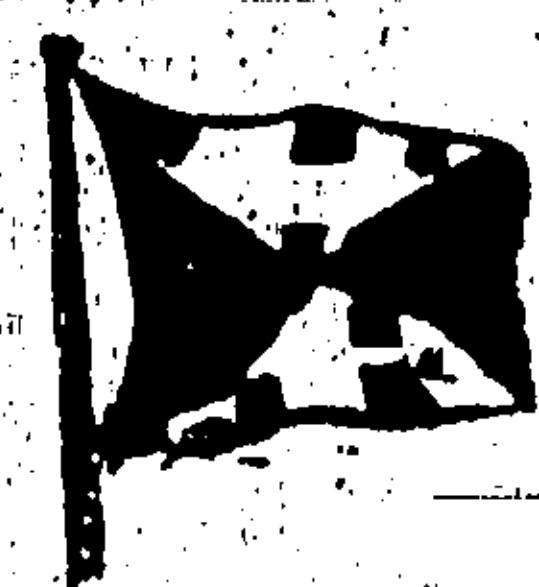
Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th July, 1908.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	Almond	MANILA	SATURDAY, 18th Ju at Noon.
ZAFIRO	2510	R. Rodget	"	SATURDAY, 25th Ju at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th July, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM
POA

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Hide, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOY JAY, &c., on SATURDAY, the 25th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Albatross*, 10,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London, (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Perla*, due in London on 6th September, 1908. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 11th July, 1908.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "SURUGA".....18th July.

For Freight and further information, apply

DODWELL & CO., LIMITED,

Agents.

Hongkong, 27th June, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KORE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing
<i>Suruga</i>	6,232	Shotton.....	23rd July 1908.
<i>Kummaru</i>	6,232	Cowley.....	10th Aug.
<i>Shawmut</i>	9,006	Roberts.....	12th Sept.
<i>Tremont</i>	9,006	Garlick.....	8th Oct.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw S.S. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried to cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,
Hongkong, 2nd July, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 5, Queen's Road West.

Hongkong, 13th July, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 14th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow, will be made during the Months of July, August and September.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, 13th July, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE"

will be despatched for the above Ports on WEDNESDAY, the 15th inst., at Noon.

For Freight and further Particulars, apply to

SHEWAN TOMES & Co.,

Agents.

Hongkong, 11th July, 1908.

FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH."

Captain MacClelland, will be despatched for the above Port on or about the 15th July, 1908.

For Freight and further particulars, apply to

DODWELL & Co., LTD.,

Agents.

Hongkong, 3rd July, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on TUESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 29th June, 1908.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARG."

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 10th July, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MARMORA."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya*.

From Australia, ex S.S. *Britannia*.

From Calcutta, ex S.S. *Palawan*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 9th July, 1908.

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th July, 100 cts. per 5 Mds.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B.....18

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu.....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....15

" Steak—Ngau Yuk Pa.....18

" Sirloin—Ngau Lau.....38

" Sausages—Ngau Yuk Chung.....26

Bullock's Brains—Know.....per set 10

" Tongue (fresh)—Ngau Li.....each 50

" Corned—Ham Ngau Li.....50

" Head—Ngau Tau.....80

" Heart—Ngau Sum.....per lb 12

" Hump, Salt—Ngau Kiu.....18

" Feet—Ngau Kook.....each 7

" Kidneys—Ngau Yiu.....10

" Tail—Ngau Mei.....17

" Liver—Ngau Con.....12

" Tripe (undressed)—Ngau To.....7

Calves' Head and Feet—Ngau-chai-tau-kook.....set \$1.00

Mutton Chop—Yeung Pui Kwat.....22

" Leg—Yeung Pui.....22

" Shoulder—Yeung Shau.....20

Pigs' Chittlings—Chi cheong.....24

" Brains—Chi Kow.....per set 2

" Feet—Chi Kook.....each 12

" Fry—Chi Chak.....10

" Head—Chi Tau.....12

" Heart—Chi Sum.....9

" Kidneys—Chi Yiu.....pair 8

" Liver—Chi Kon.....30

" Pork Chop—Chi Pui Kwat.....23

" Corned—Ham Chu Yuk.....23

" Leg—Chu Pui.....23

" Fat or Lard—Chu Yau.....18

Sheep's Head and Feet—Yeung Tau.....50

HONGKONG WATER POLO SHIELD COMPETITION.

The last match in the first round of the Shield Competition was decided on Saturday last, the 13th inst., at 4.30 p.m. at the Victoria Recreation Club, when the Royal Hongkong Yacht Club met the Royal Engineers, very losing to the latter by a goal, after a very tough game, and without a doubt the best contested match in the first round.

The teams comprised:—
Royal Hongkong Yacht Club:—F. A. Riden (Capt.), E. W. Carpenter, W. B. Stanton, F. Ortlepp, F. Linton, R. B. Beattie and J. Young.
Royal Engineers:—Corporal Grandy (goal-keeper), Sapper Morris (captain), Sappers Banner, Gogger, Barden, Gibson and Sarawaken.

The Yacht Club started the game by scoring the first goal from more than the half way line just as play commenced, but this goal was disallowed. The Engineers soon after scored their first goal, but this was equalized in less than a minute after by the yachtmens. Both teams added another goal to their credit before the call of time, and it looked as if the game would ultimately end in a draw, as in the second half, both teams were playing a very sound game. However, the Yacht Club netted their last goal about a couple of minutes before time, but this was soon equalized by the Military team, who added a couple more very quickly.

Result:—R.E. 5 goals—Yacht Club 3.

HONGKONG VOLUNTARY RESERVE ASSOCIATION.

The following are the five highest scores at the "Special Pool" shoot on Saturday and Sunday:—

	200	500	600	Hand	Total
W. L. Leary	30	32	32	11	105
Capt. Branch	32	25	25	18	100
A. Jenkins	29	29	29	13	88
J. Hutchings	29	24	19	15	87
J. C. Gow	29	20	28	11	86

* Winner of Pool.

COMMERCIAL.

FRIIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 11th inst.:

"The freight market during the past fortnight has again presented a very miserable attitude, particularly in the matter of rates. The 'ray of sunshine' that recently appeared in the shape of a stronger demand from Saigon to Hongkong, has had a very short-lived existence, and the present state of affairs is about as bad as it will be with no prospects of any alleviation in the near future. In view of this situation it is quite on the cards that the next few weeks will see an additional number of vessels laid up in Hongkong and other coast ports."

Saigon/Hongkong business is confined to two charters of steamers, which are on that run regularly, at 13 cents per picul. For prompt loading there is no demand at time of writing, but for later dates there is some slight inquiry at 15 cents.

Saigon/Philippine rates have experienced a further fall, two boats being reported fixed at 21 and 20 cents respectively.

From Saigon to other quarters no charters appear to have been effected.

Bangkok has a fixture on berth terms, i.e., 25/18 cents less usual rebates to shippers, to Hongkong of a 34/30 cents picul basis. There were indications that some tonnage might be wanted, but a weaker rice market locally has put a stop to further operations.

Java:—The fact of the sugar crop in Cuba being a failure has made it compulsory for dealers in the United States to contract for large imports from Java, and these shipments are said to be on such a gigantic scale, that exports to other quarters such as China and Japan are, during the 1908 season, bound to be infinitesimal as compared with former years.

From Newchwang to Canton three C.N. Co. steamers have been settled for part cargoes on basis of 20 cents per picul.

Coal freights continue to rule low. Pulo Lavi/Kobichang business done at \$2.50, Sebatiik (Brit. North Borneo) to Hongkong at \$1.30 to this port at \$1.25 and \$1.30, Wakamatsu to Canton at \$1.10.

A suitable timber boat has found employment from Rajang to Hongkong on lump sum basis.

Timecharter:—Now, S.S. *Solidus* has been taken up for another month by her present Haiphong charterers on same basis as before.

Sail Freight:—The following vessels have been chartered elsewhere to load for Baltimore and/or New York, general cargo, private terms. Brit. ship *Tulipolia* 3,652 tons reg. arrived 6th June. Brit. ship *King George*, 2,057 tons reg. arrived and July.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/9 1/2

Do. demand 1/9 1/2

Do. 4 months sight 1/10 1/2

France—Bank T.T. 2 1/2

America—Bank T.T. 1 1/2

Germany—Bank T.T. 1 1/2

India T.T. 1 1/2

Do. demand 1 1/2

Shanghai—Bank T.T. 7 1/2

Singapore—Bank T.T. per H.K. 100 7 1/2

Japan—Bank T.T. 30

Java—Bank T.T. 100

Drying.

4 months sight L/C 1/10 1/2

5 months sight L/C 1/10 1/2

30 days sight San Francisco & New York 40

4 months sight do. 40

30 days sight Sydney & Melbourne 2 1/2

4 months sight France 2 1/2

6 months sight do. 2 1/2

Bank of England rate 24 1/2

Bank of India rate 24 1/2

Bank of China rate 24 1/2

Bank of Japan rate 24 1/2

Bank of Korea rate 24 1/2

Bank of Siam rate 24 1/2

Bank of Persia rate 24 1/2

Bank of Egypt rate 24 1/2

Bank of Greece rate 24 1/2

Bank of Italy rate 24 1/2

Bank of Spain rate 24 1/2

Bank of Portugal rate 24 1/2

Bank of Russia rate 24 1/2

Bank of Turkey rate 24 1/2

Bank of Persia rate 24 1/2

Bank of Egypt rate 24 1/2

Bank of Greece rate 24 1/2

Bank of Italy rate 24 1/2

Bank of Spain rate 24 1/2

Bank of Portugal rate 24 1/2

Bank of Russia rate 24 1/2

Bank of Turkey rate 24 1/2

SHIPPING AND MAILS.

MAILS DUE.

American (*Nippon Maru*) 4th inst.

German (*Scharnhorst*) 15th inst.

Indian (*Kutsum*) 17th inst.

American (*Atia*) 22nd inst.

The T. K. K. s.s. *Nippon Maru* will be due to arrive at this port on 14th inst., at 10 a.m.

The P. & O. S. N. Co.'s s.s. *Syrialest* Singapore for this port on 11th inst., at 11.30 a.m.

The s.s. *Carnarvonshire* left Shanghai on 11th inst., and is due here on 14th inst., at daylight.

The Imperial German Mail s.s. *Goeben* left Fouchow to-day at 8 a.m., and may be expected here to-morrow at 3 p.m.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 10 p.m. on 10th inst., and left again at noon on Saturday, for Yokohama, where she is due to arrive at noon on 12th inst.

The Imperial German Mail s.s. *Scharnhorst*, carrying the German Mails with dates from Berlin of the 16th ult., left Singapore on 11th inst., at 1 p.m., and may be expected here on 15th inst., evening.

The M. C. Co.'s s.s. *Armand-Beht*, with the French mail of the 11th ult., and mails from London of the 20th ult., will leave Singapore on 12th inst., at 5 p.m., and may be expected to arrive here on 14th inst., and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 13th at 11.55 a.m.—The depression lying over N.E. Japan yesterday, has moved into the Pacific.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S. winds may be expected in the Formosa Channel and the N. part of the China Sea.

The barometer has fallen slightly over S.W. Japan and S. China.

Pressure remains low over the Yangtze valley. It is highest over the Philippines.

Moderate S.E. and S

